

## REMARKS

Reconsideration and allowance are respectfully requested.

In response to the rejection under Section 112, amended claim 1 is written to be more specific and to clarify that indeed the core assembly is part of the engine being mounted. Furthermore, amended claim 1 gives more definition to the transmission means and what each end of the transmission means is connected to.

With respect to GB2375513, GB2360749, US3848832 (Stanley et al.) and US5746391 (Rodgers et al.), not one of these disclose a mounting arrangement to extend between the core assembly, which is part of the engine, and through the housing to the vehicle. GB2375513 uses two mountings with elastic hinges to create flexibility in the use of a pitch hinge. GB2360749 uses three mountings, one for the downstream core, one for the fan and one for the upstream core which will allow the overall mounting arrangement to reduce wing flutter and make it easier to change engines. Stanley et al. has a mounting arrangement wherein the engine rests on top of the mounting and above the wings giving an elevation high enough to let the engine exhaust over each wing. Rodgers et al. uses three mounting points in the shape of a triangle and three links.

The present invention provides, as claimed, a mounting arrangement with a transmission means to transmit thrust from the engine through the housing to the vehicle or aircraft. This clearly simplifies the mounting construction and can result in a significant weight reduction.

Entry of this amendment is solicited and is believed appropriate and is believed to distinguish the invention from the cited references.

For the foregoing reasons, reconsideration and allowance are believed in order and are solicited.

Respectfully submitted,

W. Warren Taltavull  
Reg. No. 25647

Manelli Denison & Selter PLLC  
2000 M Street N.W  
Suite 700  
Washington, D.C. 20036  
(202) 261 1047